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Hongkong Daily Press.

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IRUM
\$9.50 PER DOZEN.
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Blend
Selected
Distillations of the
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Casks of 375 lbs. net \$5.00 per Cask ex Factory.
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SHEWAN, TOMES & CO.,
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Hongkong, 1st September, 1904. [a2868]
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Writing always in Sight.
Simplicity is the key-note of the
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J. C. DOS REMEDIOS & CO.,
Agents for
HONGKONG AND SOUTH CHINA.
Hongkong, 18th January, 1905. [a275]

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TRAMWAYS.**

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the Fares will be as follows—

KENNEDY TOWN to POST OFFICE
First Class ... 10 cents
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RACE COURSE
First Class ... 10 cents
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First Class ... 10 cents
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The previous Table of Fares is hereby
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Section punched will indicate the limit of
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J. GRAY SCOTT,
General Manager.
SHEWAN, TOMES & CO.,
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Hongkong, 20th January, 1905. [a416]

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No. 8 & 10, ICE HOUSE ROAD.

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Club Entrance and the Waverley Hotel,
have been thoroughly renovated and furnished
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Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

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THE MANAGER.
Hongkong, 7th October, 1904. [a49]

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AND PRINTING
GOOD WORK,
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AT THE DISPOSAL OF AMATEURS

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PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee). [a39]
Hongkong, 15th August, 1904.

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BREWED BY THE OSAKA BEER BREWING
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OSAKA, JAPAN.

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CALDBECK, MACGREGOR & CO.
15, Queen's Road,
Hongkong, 3rd February, 1905. [a37]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.
Less old than the above.

IMPERIAL BRANDY
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**THE ELITE OF WHISKY—
THE "PALL MAIL,"**
\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

**C. F. & Co.'s OWN SPECIAL
BLEND WHISKY,**
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Very soft, palatable, and mature

EVERYBODY SHOULD TRY THESE ITEMS

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Apply to—
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NEW STYLES IN GENTLEMEN'S

RAINCOATS.

UMBRELLAS. FELT HATS.

DRESSING GOWNS.

TRAVELLING RUGS.

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Hongkong, 2nd February, 1905. [a36]

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23 and 25, QUEEN'S ROAD.

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FURNITURE, SUNDRIES & PHOTOGRAPHIC GOODS
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"PRIMUS" DEVELOPERS & CHEMICALS.
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ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
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Call Flag W.

J. W. KEW,

1st Floor, 37, Cornhill Road
Hongkong, 18th June, 1905. [a290]

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have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday,
excepted to receive and deliver perishable goods
Wm. PARLANE, Manager.
Hongkong, 18th November, 1904. [a55]

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Established 1713,
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURE, WEGENER & Co.
Sole Agents.
Hongkong, 18th May, 1903. [a21]

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EMBROIDERIES, LACES, SILKS, PONGEES,
GRASS LINEN, SHAWLS, HANDKERCHIEFS,
BLANKETS, TUBES,
LADIES' FURNITURE AND FANCY GOODS,
No. 32, QUEEN'S ROAD CENTRAL,
Any Order Promptly Attended To
Hongkong, 12th January, 1905. [a22]

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No. 1,460, packed complete for Billiards, has

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FILMS and all kinds of PHOTO-
GRAPHIC PLATES and PAPERS.
DEVELOPING and PRINTING
done for Amateurs.
POST CARDS of China, Hongkong,
Macao, &c.
Hongkong, 4th February, 1905. [a381]

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FIRST-CLASS AND UP-TO-DATE.

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131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA.

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PEAK HOTEL.

Admirably Situated. Sheltered from the
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FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

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Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 10th June 1903. [a280]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a289]

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(HOTEL-SANITARIUM OF SOUTH
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HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hongshan*), daily to and
from Hongkong, and two steamers to and from
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these centres.

Cable Address—"BOA VISTA."
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MACAO

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CANTON

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A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMEI,
Proprietor. [a2781]

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SURGEON DENTIST.
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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [a22]

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VERY FINE OLD VINTAGE MANY
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A CHOICE AFTER-DINNER WINE.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

BIRTHS.

On the 22nd January, 1905, at 31, Woodside, Wim-
bledon, the wife of Frederick Oswald Stason, of
Macao, of a daughter (still born).
The wife of J. A. Peach, Imperial Maritimes
Customs, Kowloon, of a daughter.NOTICE TO CORRESPONDENTS.
Only communications relating to the press of the
Daily Press should be forwarded to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No correspondence should be published unless it
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The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD CH.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, FEBRUARY 14th, 1905.

The Hamburg Chamber of Commerce in its annual Report issued last month is pleased to be able to state that the improvement in trade to which it drew attention last year has made further progress. Commerce more particularly has shown renewed activity and enterprise. A prominent feature in the development of German industries has been the tendency to combine. Thus a fusion of the principal dye-stuff works has taken place, whilst the coal syndicate has been renewed on a broader basis for a further period of twelve years. The Chamber sees no reason to change its opinion that combinations have under present circumstances come to be of vital importance to many trades. At the same time it is bound to admit that there is a reverse to the medal, and that, to quote an example, the granting of considerable concessions in price to foreign buyers of raw materials or half finished goods by some of the syndicates may in many cases seriously handicap home makers in competing in markets abroad. Moreover the power gradually acquired by some of the combines has become so great as to verge on a monopoly. The State has therefore considered it its duty to interfere; the Iberian case, of which our Hamburg correspondent has given the history in his letters, being an instance of this. It is much to be regretted that the new tariff, by raising the duties on most articles, will tend to increase the difficulties of foreign competition at home, and thereby render less effective one of the few checks that exist on the greed of monopolists.

Satisfaction is expressed that neither the war in the Far East, nor the rising of the natives in Southwest Africa, nor other untoward events of lesser magnitude have materially affected the course of improvement. Certain branches of trade have of course suffered through the war, but others have been benefited. The necessity however of a clearer definition of the meaning of contraband of war and other points of international law, after peace shall have been concluded, has become imperative. The rising of the natives in south-west Africa has, commercially speaking, been of little importance, its effects having been confined to Germany.

A simultaneous revival of trade in Great Britain (which is gradually recovering financially and commercially from the effects of the Boer war) and in France, has greatly contributed to the improvement in Germany. The United States, too, have rallied in a remarkably short time from the depression prevailing there at the close of last year; whilst the demand for goods from most of the republics of Central and South America, upon which the export trade of Hamburg depends to so great an extent, is decidedly more active.

Attention is drawn to the growing tendency of German manufacturers to enter into direct relations with buyers abroad. This may be advantageous and justifiable in some cases, but on the whole it is to be deprecated, as industrial firms are not in a position to obtain the same reliable information as to the standing and solvency of their customers, and as to their requirements as merchants, who have their correspondents all over the different countries.

Owing to the war, the Trans-Siberian railway has not exercised that stimulating effect on trade which was expected last year. On the other hand the financial difficulties under which China was labouring at that time seem to have disappeared and a large business has been done with that empire, principally in textile fabrics, metals and coal, although the growing competition of the United States and Japan is making itself keenly felt. The import trade from China is said to have been, on the whole, satisfactory, due partly to the abundant yield of the Ten crop; but it has been somewhat hampered by the rise in the price of silver and the demand for the Japanese and Russian armies which for some articles caused values to advance far beyond those ruling in Europe. The Customs receipts have profited by the increase of imports. Future prospects are considered good, provided peace and quiet can be maintained in China.

The fears entertained at the outbreak of the war that trade with Japan would come to a standstill, have not been realised to any great extent, although at first exports were suspended and imports suffered from the additional war duties. Business was soon resumed on the old scale, and as the finances of Japan seem to be in a sound state in spite of the strain caused by the war, and as the rice crops have turned out well, the economic conditions of the country appear favourable.

Trade with Corea has also been satisfactory owing to the abundant yield of the rice crop and the supplies required by the armies in the field. The railway between Pusan and Seoul which, thanks to the wonderful energy of the Japanese, has lately been opened, will, when no longer monopolized by the military, prove of the greatest advantage to trade in general. The steam service between the Chinese ports and Corea established by the Hamburg American Line some time ago is doing well. Of Kionchow little is said beyond that the Shantung railway, when finished, will open up that province, the mineral wealth of which is well known. The freight market has not shown much improvement. In fact tramp steamers have done rather worse than last year, as the regular lines, owing to the many advantages they offer to shippers of goods, are monopolizing the business more and more. They have no reason on the whole to complain of the past twelve months. They continue to extend their sphere of action in every direction. The international convention of sailing-ship owners concluded last year, has fully answered the purpose for which it was formed; the decline in freights has not only been arrested, but an advance has been established pretty well in all quarters. The war in the Far East, by creating an additional demand for freight room, has given an opportunity to some Hamburg companies and private owners to secure good charters and to dispose of many of their older vessels on favourable terms. On the other hand neutral shipping has suffered serious inconvenience coupled with considerable losses in many instances, at the hands of the belligerents, in consequence of the uncertain state of international law.

Herr Friedenthal's second concert takes place to-night. A special programme has been arranged.

A solemn requiem mass will be celebrated in the Catholic Cathedral this morning at 7.30 for the repose of the soul of the late Rev. Father Torres.

The seventeenth plague fatality was recorded on the 11th inst., the number of cases for last week being three. There were in addition four European cases of enteric fever, and two cases of small-pox, one European and one Portuguese.

Return of visitors to the City Hall Library and Museum for the week ending the 12th February, 1905, were 226 non-Chinese, and 68 Chinese to the former, and 71 non-Chinese, and 7,718 Chinese to the latter institution.

Concerning the meeting of the International Postal Union to be held in Rome next April, the Hamburg Chamber of Commerce has several suggestions to offer, amongst which is the introduction of international stamps for the prepayment of replies.

A codicil, for snatching two gold bangles from a child three years of age in Stanley Street on Sunday last, was sentenced by Mr. J. H. Kemp at the Police Court yesterday to six weeks' hard labour and twelve strokes of the birch.

The Japanese Government has just given out extensive orders for tent canvas to Scotch linen manufacturers. As the orders are additional to those recently executed and, as delivery is spread over several months, it is inferred that the Island Kingdom is determined to prosecute the war well into the year.

We are requested to publish the following:—The annual meeting of the Hongkong Church Missionary Association will be held this afternoon in St. Paul's College at 5 p.m. Addresses will be given on Missionary work in the Diocese of Victoria. All interested in Missionary work are invited to attend.

A cynical contemporary hears that the Tea's Ministry is divided on the question as to how to get out of the war gracefully. One party advocates disabling the Baltic Fleet actually in a gale, the other suggests getting up a revolution. The Admiralty object to the former, while the Minister of Finance opposes the latter as being too expensive.

On Jan. 7th the Odessa correspondent of the Standard wrote:—The Russian Christmas to-day has been passed quietly, sadly, and despondently, and has not been marked by a single feature of its usual gaiety. This is all the more noteworthy and regrettable inasmuch as the Slav nation is not easily depressed. But the gloom caused by the hopeless outlook of the war has been intensified by the reports of stagnation in all branches of trade and industry. The result is widespread dissatisfaction and an increased public outcry for peace at any price.

What a contemporary describes as the "humorous unpunctuality" of the Far East was well illustrated, says a Home paper, by the Viceroys of Wuchang not long ago. Five thousand schoolchildren were to parade before his Excellency. "Eight a.m. suit you?" asked the Viceroys. "Get a good long day then. No thing like beginning early." So the five thousand energetic juveniles were on the spot at 8 a.m. At 2 p.m. a portly but dignified form was observed strolling to the parade ground. It was his Excellency the Viceroys, all smiles and geniality. It would be interesting to know whether the five thousand children consider "humorous" a good adjective for the unpunctuality of the Far East.

After a period of forty years' service in the Chartered Bank of India, Australia, and China, Mr. J. Howard Gwyther has retired from the board and has resigned his appointment as chairman and managing director. During the greater part of his business career, says the Standard, Mr. Gwyther was manager of the bank, and in the course of that time had to deal with the many delicate matters which arose in the working of the Eastern exchange banks owing to the depreciation in the price of silver. It was largely owing to his initiative that the Chartered Bank of India was the first amongst these banks to bring the whole of its capital home, and in this way the vicissitudes arising from the fluctuations in exchange were minimised so far as the shareholders were concerned. He retired from the management about 1893, but shortly before that time was appointed to a seat on the board, and subsequently became chairman and managing director.

Canton is recommended to men of the Jaber Balfour or Whitaker Wright kind as a hiding place. The Globe says China appears to possess advantages for the concealment of persons who have an object in obliterating themselves over the more hackneyed South America or Central Australia. Sun Yat Sen, the professional organiser of revolutions in the colonial Empire, has a price of fifty thousand dollars set on his head by a grateful country, and finds his life in hourly danger in the United States, England, and Europe generally. He was, in fact, twice decaying into his own native Embarassment, and nearly done away with. The only country he is safe in is China. "Once in a place like Canton, the rest is easy. The population is so large that one is lost among the millions," he says in an interview. To the Englishman every Chinaman is the "double" of another, and the same liability to "mistaken identity" seems to exist even in the country itself. The grand mistake of the average criminal is in going to a secluded waste, where he is at once conspicuous by the absence of other people.

At the Volunteer meeting held at Headquarters last night it was decided, on arrival of the new short rifles, to hold rifle meetings on the 4th and 11th of March next. The ranges will be two, three and five hundred yards.

The four Chinese charged with piracy in the Harbour near Shaikwan, and the woman charged with receiving stolen goods in connection therewith, were yesterday committed by Mr. Gompertz, at the Police Court, to take their trial at the next Criminal Sessions.

The German Bill for the amendment of the "Einsengesetz" does not fully satisfy those interested in it. It is admitted that the most glaring defects of the present law are to be removed, but many more remain which it is hoped will be dealt with on the second reading of the bill in accordance with the proposals of the Bankers' Association adopted at their last annual meeting.

A recent Army Order instructs Commanding Officers to note such defects as shortness of temper or weakness of character among subordinates. The Daily Mirror pictures a purple-faced colonel brandishing his fist at a sheepish looking subaltern, and saying: "Confound you, sir, your temper gets worse every day. If you don't improve I'll report you, hang me if I don't."

By a Decree signed in October, 1904, a very important step in the unification of the French West African Colonies was taken. The territories of Senegambia and the Niger have been formed into a new colony, to be known as the colony of Upper Senegal and the Niger, under a Lieutenant-Governor, with his capital at Bamako, on the River Niger.

Damage amounting to £30,000 was caused by a fire at Lipton's Stores, Glasgow. The building was situated in Lanesfield-street, and was five storeys high. It was wholly consumed. When the fire was at its height the front wall fell into the street, but the firemen had previously been withdrawn, and nobody was injured. The fire spread to a second store, which suffered considerable damage. The cause of the fire is unknown.

Sometime ago the Daily Press published an account of a daring robbery on the launch Hot Kong, in which six men, who shipped as passengers, held up the remainder of the passengers and got clear away with booty valued at \$10,000. Six men have been arrested by Inspector Langley and Detective Wilden in connection with this case. They were placed before Mr. J. H. Kemp at the Police Court yesterday, and remanded to appear in a week's time.

A truckman was charged at the Police Court yesterday with negligence while in charge of a loaded truck, whereby a ricksha was broken up and its occupant severely injured. The truckman was pulling his load along the tram line near No. 2 Police Station. A ricksha, with an old Chinese woman in it, was following on behind, while close upon it, with its bell ringing violently, was an oncoming truck. When the car was close upon them, the truckman swerved in the wrong direction and plied the ricksha between his truck and the car. The ricksha was smashed to pieces, and the woman thrown out, sustaining some nasty bruises on her right cheek and forehead. The case was remanded.

POLICE TIME WASTED.

A case is reported from Tsimshatsai which goes to show how the time of the Police is wasted by the furnishing of false reports. A Swede named Michaelson on Sunday last called at the Yau-mat Police Station and reported to Inspector Macdonald that four ricksha coolies had assaulted him with bamboo poles, leaving him insensible on the road, where he lay for two hours before recovering consciousness. When he did recover, he found that between \$10 and \$17 had been stolen from his person. Inspector Macdonald began to investigate matters, but finding that the supposed assault had occurred in Inspector Langley's district, passed the case on to him. Inspector Langley caused inquiries to be made, which resulted in it being proved in the Swede's presence that his report was false. He engaged a ricksha coolie to take him to Hunghom, and when he reached his destination was unable to pay his fare. It was further proved that at the time of the supposed assault he was in a house of ill-fame. When confronted with this evidence, he admitted that his report was false, and stated that he had only \$2 when he left his place of abode on Hongkong side, and this he spent at the Criterion Hotel before taking the ferry across. It seems a great pity, seeing the waste of time of Police Inspectors and detectives in searching for supposed marauders, that in a case of this description the Police have no power to prosecute.

A "BAILIFF" ASSAULTED.

Sergeant Appleton of the Water Police charged two fishermen, before Mr. J. H. Kemp at the Police Court yesterday, with assault. Defendants were crew of deep sea fishing junk No. 5,988, the master (or mistress) of which is a woman. There was also on board a creditor of the owner of the junk, who from all accounts, was resident on board as a "bailiff" until such time as his debt was paid. The defendants laboured under the impression that he was a wealthy man, and as the junk was sailing through the Lyemom Pass, armed with a chopper and a bar of wood they approached him and demanded money. He informed the defendants that he had no money, whereupon they assailed him, the man with the chopper seriously damaging his right shoulder and left arm. The case was remanded until the 21st inst.

TELEGRAMS.

[REUTER'S SERVICE.]

AMERICA AND JAPAN.

LONDON, 12th February.

The arbitration treaty between America and Japan has been signed at Washington.

THE WAR.

[REUTER'S SERVICE.]

WARSHIPS AND GUNS FOR JAPAN.

LONDON, 11th February.

The Telegraph's Tokyo correspondent wires that orders for four battleships have been placed in England, also contracts for half a million sterling worth of guns.

THE BALTIC SQUADRON.

LONDON, 11th February.

Reuter's Port Louis (Mauritius) correspondent wires that arrivals from Nossi Bé, Madagascar, report the Russian Baltic Squadron still there. A conflict has arisen between Admiral Rozhdestvensky and the German companies supplying only the Admiral wishing the colliers to follow the fleet, but they refuse on account of too close proximity to the Japanese.

THE HOLLYWOOD ROAD
HOLocaust.

STATEMENTS OF THE PRISONERS.

Chan Chung and Tang Hop were again placed before Mr. H. H. J. Gompertz at the Police Court yesterday afternoon, to answer charges of murder and arson preferred against them in connection with the fire which occurred at Hollywood Road some weeks ago. Mr. P. J. Badoley, Captain Superintendent of Police, prosecuted. P. C. Chan Yeuk declared: Shortly after two o'clock I passed No. 168, Hollywood Road. I had walked on for about three minutes when I heard Police whistles. There were no signs of fire when I passed No. 168. I went back when I heard the whistles, and saw that the place was on fire. It was burning too fiercely for me to try to put it out.

Dr. Hunter, recalled: When I examined the bodies they were not identified by any relatives, but Inspector Gourlay was there, and gave their names.

Cheung Pang-on, Sergeant Interpreter, gave evidence as to charging the prisoners in the Charge Room at the Central Station, after which he cautioned them in the usual way, when they made the following statements:—Chan Chung, in answer to the charge of arson, said: "I have nothing to say." In answer to the charge of murder he said: "I was asleep on the counter at the time of the fire. A kerosene lamp falling down woke me up. When I ran out into the street, where I called out 'Fire,' I was then arrested and taken to the Central Station. A lamp was hanging from the middle of the ceiling. When I went to bed I blew it out. On the 25th November, Tang Wai Su engaged me to work for him. I did not set fire to the house, and do not know how much kerosene was stored in the shop."

Tang Hop, in reply to the charge of arson, said: "I have nothing to say." In reply to the charge of murder, he said: "I did not set fire to the house. The heat from the fire woke me up. Chan Chung got up first. I ran out into the street, where I was arrested. I did not hear any explosion. I went to bed at 10 p.m. on the night of the fire, blowing out all the lamps in the shop. That night, I was wearing the same clothes as I have on now. I ran out of the shop carrying a pair of shoes in my hands. There were no empty kerosene tins in the shop on the night of the fire, neither were there any lights. Chief Chinese Detective, In Po, recalled: On the night of the fire the defendants were wearing the same clothes as they are wearing now. The second defendant had no shoes on. From the appearance of their eyes, they did not look as though they had been asleep.

His Worship committed the defendants for trial at the next Criminal Sessions.

LAST NIGHT'S FIRES.

At about 8.30 last evening, the Fire Brigade answered an alarm from No. 117, Wellington Street; but it turned out to be only a chimney on fire.

Fire broke out on the second (top) floor of No. 89, Queen's Road West, a medicine shop, at about 10.3 p.m. Mr. Lenaghan, employed at the Western Hotel, an ex-policeman and ex-Fire Brigade man, ran out a "despatch box" from the Ko King Theatre. He was assisted by two other civilians, Messrs. G. H. Dell and Anderson, and they kept the fire under till the Brigade, under the Chief Inspector of Police, arrived. The fire, consequently, was put out in a very short time. The top floor, which was empty, was burnt, and a part of the roof. The goods in the shops below were damaged by water. The premises are insured for \$1,500.

The Ceylon Times says that Messrs. Mann and Hutchinson, the scientific officers of the Indian Tea Association, have published an illustrated report on tea blight. Red rust is responsible for a loss in some gardens of 20 per cent. of the crop. A contributory cause is said to be the weakness of the tea bush. Suggestions are offered for increasing a vigorous growth, also in certain cases for the use of spraying to get rid of alga.

ROYAL HONGKONG YACHT CLUB.

EIGHTH CLUB RACE, 12TH FEBRUARY, 1905.

The weather and wind for this race were rather peculiar; not an uncommon event in Hongkong. The morning opened dark and misty with light airs from the North and East. Just before 1 o'clock, it was almost a flat calm and several boats had great difficulty in reaching the starting line. At a few minutes past one, faint airs came from the North and West, these increased to half a gale at Green Island, but died away to a light breeze at the Trocas Rocks. The course was mark-boat off Green Island (starb) Trocas Rocks (port) mark-boat off Green Island (port).

CHAMPIONSHIP CLASS.

The *Diane*, *Vernon*, and *Eleph* made a good start, but the *Aileen*, only 200 yards away when the gun fired, did not cross till 9 minutes later, by which time the other boats catching the west wind were more than a mile away. Spinners were set at the start, but were taken in almost immediately, and sheets tightened down. The *Vernon* kept in the middle of the harbour in the strength of the flood tide, the other two kept to the Hongkong shore; the *Vernon* rounded the mark boat about 2 minutes ahead of *Diane*, and the *Eleph* had given up. Here there was a nasty choppy sea, but in reaching down to the Trocas Rock smooth weather was found again. The *Aileen* far behind, tried for a fluke and went round the North side of Stonecutters, but did not score thereby as the wind was faint there also. The *Diane* came back north of Stonecutters and *Vernon* south, and on reaching the mark-boat again the *Vernon* was about a minute ahead. *Vernon* gyved round and carried away her lee runner, but *Diane* did not like to try it in the strong wind and heavy sea and stayed behind. It seemed to be *Vernon's* race but on the run home she carried away her spinaker and *Diane* caught her up and won by a few seconds. Times.

Yacht	H. M. S.
<i>Diane</i> ...	3 5 50
<i>Vernon</i> ...	3 6 20
<i>Aileen</i> ...	3 19 52

ONE-DESIGN CLASS.

Bonito and *Min* took the lead on the way down to the mark-boat, the *Bonito* going very well against the choppy sea, and being the first to round, on the reach to Trocas Rock however, the *Colleen* took first place and kept it to the end. *Kathleen* and *Min* were not going as well as usual, and would probably have done better with a reef down, as they would not steer. *Colleen* and *Bonito* stayed round the Green Island mark-boat the second time, but *Min* tried to gyve round. In doing so however she came up into the wind too fast and fouled the mark-boat. *Kathleen* in rounding, carried away her tiller and came home with the urchin rigged up on the rudder head. No change took place in the run home. Times.

Yacht	H. M. S.
<i>Colleen</i> ...	3 16 50 17
<i>Bonito</i> ...	3 18 5 14
<i>Kathleen</i> ...	3 39 15 33
<i>Min</i> ...	gave up 27

HANDICAP CLASS.

The wind was fairly strong at the starting line when this class started. So much reaching and running suited the *Alannah* and *Iris*, both of them being shallow-bodied boats and making only slight transverse waves. The *Alannah* was in fact, faster round the course than any other boat. The *Chanticleer* did not finish.—Times.

Yacht	H. M. S.	H. M. S.
<i>Alannah</i> ...	3 24 50	3 24 50 (2)
<i>Iris</i> ...	3 30 0	3 23 0 (1)
<i>Doreen</i> ...	3 35 30	3 26 30 (3)

CORRECTED.

FOOTBALL.

H.M.S. "TAMAR" v. H.M.S. "CENTURION."
A match in connection with the Hongkong Football Shield was played at Happy Valley yesterday afternoon between H.M.S. Centurion and H.M.S. Tamar. The teams were as follows:—

H.M.S. Tamar:—Allen, goal; Denman and Taylor, backs; Bateman, Bartlett and Quinney, halves; Harding, Robinson, Lewis, Skipton and Thomson, forwards.

H.M.S. Centurion:—Soud, goal; Pearce and Bradley, backs; Williams, Loyle and Dyer, halves; Dent, Riley, Bartlema, Palmer and Fernsby, forwards.

The Tamar commenced with eight men. About five minutes after the start Skipton, the Tamar forward, was hurt about the ankle, and obliged to retire. The three Tamar men short then arrived. The Centurion had the best of the play. Riley scored two goals in succession. Robinson scored, and then Thomson scored. This made two goals all. Immediately after the latter goal was scored, the Centurion got away and Bartlema scored. The position at half-time was three goals to two in favour of the Centurion. The latter team had most of the play in the second half, though this game was not by any means altogether in their favour. The Tamar put up a very good fight. Four of the regular Tamar men, it may be mentioned, are playing for the Naval Yard, and therefore cannot play for their ship. Bartlema scored two more goals, heading the ball in for the last.

Result:—H.M.S. Centurion, 5; H.M.S. Tamar, 2.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 13th at 11.55 a.m. The barometer has risen throughout China and in northern Japan, and fallen in the neighbourhood of the Loochoo Islands.

A shallow depression exists in the southern part of the Eastern Sea moving towards the east. Gradients are rather steep on both the east and south coast of China and strong N.W. winds will prevail in the Formosa Channel and strong N. to N.W. winds in the northern part of the China Sea.

Forecast:—Strong N. to N.W. winds, fair.

"THE DIRECTORY AND CHRONICLE FOR 1905."

The 1905 edition of the "Directory and Chronicle," annually published at the office of the *Hongkong Daily Press*, constitutes the forty-third issue of the volume which has grown from a little book of less than 250 pages to a portly tome of over 1750 pages. The book is so familiar to business men in every port and city in Asia in which European and American commercial houses are established—from Netherlands India to Vladivostok—that a detailed description of its general features is unnecessary, except perhaps for new arrivals, who will find a catalogue of its contents in the advertisement appearing in another column.

It may be useful, however, to indicate some of the additions which have been made to the "Chronicle" section of the book which comprises the texts of all the most important treaties concluded with the countries of Eastern Asia during the past half century, Customs Tariffs, Trade Regulations etc. Included in the present volume are the new Commercial Treaties made by China with Great Britain, Japan, the United States and Portugal; also the Emigration Convention between England and China; the treaty concluded last year between France and Siam; and the British Treaty with Tibet. Other useful additions are the Chinese Trade Mark Regulations, and also those relating to Mining and Railway concessions. Local shipping men will note an abstract of the Hongkong Pilots' Ordinance and the scale of fees pilots are entitled to charge. These constitute the principal additions to the book.

As regards the Directory section there is little to be said apart from the fact that the descriptions of the colonies, ports and settlements, including the trade statistics of each, have been carefully revised. So many changes occur each year in the foreign communities of the East that the work of revising the lists of names is a very onerous task indeed, and amply demonstrates the necessity for the annual publication of the Directory. Hongkong is the only new port added this year, and the list of residents is prefaced by a very interesting description of the new trade centre. No list of residents at Port Arthur is given for the sufficient reason that none was obtainable, owing to the siege of the fortress by the Japanese army. The uncertainty as to the fate of Vladivostok is doubtless responsible for an imperfect revision of the list of residents in that city. A Diary of the War included in the book, brings events down to the end of the year 1904.

It is interesting to note that the alphabetical list at the end of the book contains upwards of 16,000 names, and the separate alphabetical list of Protestant missionaries in China, Japan and Korea contains upwards of 3,000 names. The excellent maps which are revised and corrected every year, are a valuable feature of the large edition, and for the rest it may be said that everything is done by the publishers to maintain the position which this work of reference has earned as the principal and acknowledged authority for commercial and professional men in China, Japan, Korea, Straits Settlements, Indo-China, the Philippines, Netherlands India and elsewhere in Asia.

HONGKONG ICE CO., LTD.

ANNUAL MEETING.

The twenty-fourth annual meeting of this Company was held at the offices of Messrs Jardine Matheson and Co., Polder Street, yesterday afternoon. There were present:—Hon. W. J. Gresson (Chairman), and Messrs. W. Parlane (Manager), P. Dow (Secretary), W. Dixon, H. P. White, F. Smyth, D. Clark, C. Mooney, T. Forrest, A. Rodger, A. B. Smith, W. A. C. Craikshank, B. Layton, C. W. May, Ho Fook, Ho Kum Tong and Lo Kum Shui (shareholders).

ANNUAL REPORT AND ACCOUNTS.

The Chairman in moving the adoption of the annual report and accounts, which have already been published in these columns said:—

GENTLEMEN.—With your approval I propose to take the Report and Accounts as read. The receipts for Ice as compared with the year 1903, show a decrease of about \$7,800, the major part of which is traceable to the absence of Japanese steamers; on the other hand I am pleased to say revenue received from Cold Storage exceeds that of 1903 by \$1,500 and from this branch of our business, the prospects of which appear to be satisfactory, we look for increased earnings in the future. Turning now to the other side of the Account, under the heading of Salaries, Wages and General Trade expenses there has been a saving of \$9,600. The New Machine referred to at the last meeting was completed in July, and has since been working satisfactorily. In order to ensure our keeping pace with demand it has been necessary to order seven new ice boxes, and at no distant date it is hoped calls on our Cold Storage will necessitate the installation of the two rooms already built for that purpose. With this outlook to face, and also bearing in mind the possibility of opposition which is ever before them, your General Managers have considered it prudent to appropriate a further sum of \$25,000 for Contingencies, and this will I trust commend itself to you. If any shareholder wishes to ask any questions I will be pleased to answer them.

Mr. DIXON had great pleasure in seconding the very successful report drawn up. He considered they occupied a very enviable position in that they had about \$120,000 in the bank—a position such as few companies in the East were in. Their manager was not only a competent engineer, but a very shrewd business man as well.

RE-ELECTION OF AUDITOR.

Mr. SMYTH proposed the re-election of Mr. Thomas Arnold as auditor.

Mr. RODGER seconded the proposition, which was carried unanimously.

The Chairman—That concludes the business, gentlemen. Dividends will be ready to-morrow on application.

SUPREME COURT.

Monday, 13th February.

IN ORIGINAL JURISDICTION.

BEFORE SIR S. H. BEARLEY (CHIEF JUSTICE).

THE YAN CHEUNG FIRM V. THE SAN YEE CO., LD.

This is a claim for \$11,991 damages sustained by the plaintiff firm, of Bonham Strand West, on account of the defendants' non-delivery of yarn. The defendants carry on business in Des Vaux Road.

The Hon. Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the plaintiff firm; and Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Master (for Messrs. Johnson, Stokes and Master) for the defendants.

The Hon. Mr. Sharp, in opening, said:—There are seven contracts between the plaintiffs and the defendants; and this action is to recover damages for non-delivery of yarn under these seven similar contracts of sale. The plaintiffs show that these contracts were made on three dates close together, the 8th, 17th and 20th of December 1903. The first of these contracts is for 200 bales, at \$109 per bale, of which the plaintiff got 107 bales only; and 300 bales at a slightly advanced price, \$109½, which the defendants were unable to deliver in any port. On the 17th December there were five contracts. Altogether these added 700 bales which the plaintiffs were unable to deliver; and on the 20th December there was one contract for 500 bales which the defendants did not deliver. So there was a total of 1,700 bales of which the defendants have only delivered 167, leaving 1,533 still due. The contracts were expressed to be for cargo in godown, but, as it turned out, the defendants had only "paper cargo," and nothing, or at any rate no great amount in the godown. That is to say, the defendants entered into the contracts for the sale of yarn while they had not got, specializing on the state of the market when they should have to deliver, and the market went against them. The price rose, and the defendants were unable or unwilling to meet their obligations. They were unable to go into the market and buy this large amount of yarn, in order to satisfy the plaintiffs, at the contract price. We shall prove a rise in the market after the date of the contract. In January 1904 the market price was about \$116 per bale, a very considerable rise from \$109 per bale. In the middle of February there was a slight relapse on account of the war. In the middle of March the price was again \$116½, and before the end of March it was \$129. Thence to the time of the issue of the writ, I do not understand it had fallen below \$120 but it might have gone down a little, to \$119½. And this, as we shall show, is the cause of the trouble. It is important to observe what is the usual way of getting delivery under such contracts. We shall prove that when the buyer wants instalments of the goods he writes delivery orders on the seller, and the seller gets a godown warrant—that is with godown cargo. The goods were expressed to be actually in the godown, and the buyer gets his goods on the spot.

His Lordship—Is your case that the defendant is not bound to deliver unless asked for delivery? Counsel—Yes, that is so. Just a few important instances—Five days after the first contract was made, on the 18th December, 1903, we demanded delivery of 108 bales, by sending a delivery order; and tendered the money for them at the contract price, \$109. The defendants had no goods or said they had none in the godown. On this point it is rather important to mention that the defendants gave our messenger an order upon two other merchants with whom they said they had contracts. Our messenger went to the shop of these two other merchants, and the orders were dishonoured. The defendants consequently returned to the plaintiffs the plaintiffs' original order. I shall prove that a very large number of similar requests, altogether about thirty, for delivery of goods, were made during the next few weeks. Sometimes the defendants delivered a little yarn, and these small amounts totalled 167 bales altogether. Generally the defendants said they had none. They said that they expected yarn; it was coming; they would have it soon. This ran on till March; and the final demand by the plaintiffs was on the 11th April, when they were tired out. Regarding the contracts, delivery was, according to the usual custom, to be on demand during three months. As two blanks were left in the form of contract, the custom applies. The contract is headed "Godown goods." With goods not applied for till after the expiration of three months \$5 is charged on each bale of yarn. That is, if we do not demand delivery within three months, we have to pay \$5, and godown rate then runs onward at our expense. Sixty cents per bale per month, or two cents per day, is the customary rate charged after the expiration of three months to cover godown expenses, insurance and interest. The position is this:—the seller undertakes that the goods are in his possession deliverable on demand; and the buyer is in a position that he may take delivery at any time within three months without further charge, and if he does not take delivery within the three months, and the seller continues to hold the goods for him, then the buyer will become liable for the charges I mentioned. The buyer cannot, though, be held liable for these extra charges if the seller has not got the goods, as is the case for the defence. The seller cannot charge him insurance etc. for goods he has not got.

His Lordship—The requirement to pay a deposit shows that the goods must be there. Counsel—Yes, he says "Very sorry, I haven't got the goods; you can break the contract, if you like." Can he then charge insurance and

godown expenses? On the 3rd March there was an important interview between the parties. On that day the manager of the plaintiff firm and several other merchants similarly situated, unable to get yarn out of the defendants called on the manager of the defendant company, and requested him to deliver yarn for the thirtieth or fortieth time. The defendant managing partner explained that they could not deliver, as their own vendors, Yunnan merchant, had made default under contracts with them. He then said they hoped to be able to deliver in a few days, and proposed to the plaintiff manager that he should take over these contracts (with the Yunnan merchants) instead of the yarn. This offer was declined, because the plaintiffs had already had every order on these same merchants dishonoured—orders by the defendants—and know that the defendants would have got delivery long ago if the goods were obtainable. The cargoes were in fact "paper cargoes." Subsequently the broker went round to the merchants and found in fact they had no yarn. On the 4th March, the following day, the broker, Chan Pan San, obtained a list from the plaintiffs of all the yarn due under the contracts and took it to the defendants for their perusal. On the 9th March there was another important interview between the parties. The managing partner of the defendant company had had the list and invited the plaintiff manager and other merchants to dinner at a restaurant. The defendant had a friend of his own and all the rest present were merchants in the plaintiffs' position. The matter was fully discussed at that dinner and the defendant admitted liability, as always he had done, but said they could not deliver. The plaintiffs' manager asked the defendant to buy from the so-called foreign firms, as there was plenty of yarn in the Colony, though, of course, the price was up. The defendant declined saying that he hoped to have yarn in a few days. After this dinner the parties were in almost daily communication through the broker. The plaintiff continually requested delivery, as they wanted yarn, and the defendants constantly procrastinated. On the 1st April the plaintiffs asked for 99 bales, and the defendants, as usual, said they had none; but they said that some friend of theirs, the Kwong Loong Chung, had 25 bales. Therefore the plaintiffs reduced the delivery order and made out a fresh one for 25 bales, and the defendants then gave them an order on the Kwong Loong Chung for 25 bales. This order, as usual, was dishonoured. The Kwong Loong Chung had not any, so the defendants returned the original delivery order. On the 11th April, I pass over other requests, the final demand was made. The plaintiffs being tired of waiting, a clerk went to Mr. Hastings, and then that same morning, accompanied by Mr. Hastings' clerk, went to see the defendants, and demanded a number of bales under the contract dated the 8th December. The man said he had not got any, and wanted them to take over the contracts of other merchants; he had no yarn. Thereupon Mr. Hastings wrote a formal demand and threatening action, and the forbearance the plaintiffs had hitherto shown ceased. The importance of this is that it not only shows the date the plaintiffs' forbearance ceased, but that the defendants up to this time did not make any suggestion of non-liability. This suggestion, mentioned for the first time in a letter from Messrs. Johnson, Stokes and Master, clearly emanated from a lawyer's clerk.

His Lordship—It comes to a question of fact. Was the defendant asked and did not deliver, or was it that the plaintiffs did not ask? Counsel—That is so; and if a buyer at a seller's request temporarily forbears to insist on the delivery, the damages ultimately for non-delivery are calculated on the market price when the buyer withdraws his forbearance. The plaintiffs did so when they refused to grant further indulgence, when their clerk went to the defendants with Mr. Hastings' clerk. We could have commenced an action every time they refused, but took it as a request and forbore as they said they expected goods in a few days. The questions for Your Lordship, I submit, are only two and very simple—

1—Did the plaintiffs demand delivery of the goods in these contracts? I will prove that they did constantly and the defendants constantly procrastinated. The defendants submit that the plaintiff, holding these highly favourable contracts, abandoned all rights. There can be no doubt that they were highly favourable contracts, owing to the rise in the market.

2—Did the market price rise after the date of these contracts? We shall prove that it did not immediately after, and very considerably. The defendants deny any rise at all, but I think the evidence on these questions can only be answered in the plaintiffs' favour, and that the plaintiffs will be entitled to judgment.

Evidence was led. The case was adjourned.

HOCKEY.

33RD. BURMAS (2) V. 114TH MAHARATTAS (1).

A semi-final Hockey Shield match was played at Happy Valley yesterday between the 33rd Burmas' second team and the 114th Maharattas' first team. It was an excellent game, resulting in a win for the Burmas by 5-4.

H.K.H.C. V. H.M.S. "HOGUE."

This was a later match. The teams were—H.K.H.C.—Gray, goal; Murphy and Gregory, backs; Chatter, Wilson and Parker, halves; Boyd, Ogle, Stevens, Bird and Gibson, forwards.

H.M.S. Hogue.—Venables, goal; Cleveland and Walker, backs; Woodward, Maltby and Ferrand, halves; Bush, Robertson, Gresson, Andrew and Sullivan, forwards.

At half time the score was 3-1 in favour of the Club, and the Club scored the first goal in the second half. The Hogue then scored six goals in succession.

Result—H.M.S. Hogue, 7; H.K.H.C., 4.

MARINE MAGISTRATE'S COURT.

Monday, 13th February.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE R.N. (MARINE MAGISTRATE).

OBSTRUCTION.

Kwok Ho, owner of cargo boat No. 115, Chai Ngan, owner of cargo boat No. 562 and Chan Hing, owner of cargo boat No. 114 were charged with wilfully disobeying the lawful orders of the Harbour Master in Victoria Harbour, in that they did cause obstruction by laying alongside the Praya wall between Blake pier and Douglas wharf while empty. As the defendants had no excuse to offer they were each fined \$1.

OBSTRUCTING A RACE.

L. S. Counsell of the Water Police charged Wong Shing, owner of rowing boat No. 3369 with wilfully disobeying the lawful orders of Harbour Master on the 11th instant in that he did attempt to cross the regatta course, just as a race was about to start.

Defendant stated that no race was going on when he attempted to cross the track. He did not cross it.

A fine of \$2 was inflicted.

IMPEDING A SHIP'S PROGRESS.

Malcolm Robertson, Master of the British Steamer *Sandhurst*, charged six of the crew with impeding the progress of a voyage by refusing to proceed to Japan without just cause, since the 11th instant, in Victoria Harbour.

R. M. Robertson deposed:—I arrived here on the 11th inst., and received orders from the agents, Messrs. Dodwell and Co., to proceed to Saaboa. On returning on board I found the crew in possession of this news, and at 8 p.m. the defendants came to me individually and satly refused to proceed to Japan.

By the Court: They gave me as a reason that the ship was carrying contraband, I am carrying coal to Saaboa.

Witness continuing: I reported the circumstances to the Deputy Shipping Master who came on board my ship the following morning and endeavoured to persuade the crew that by the terms of their agreements they were compelled to proceed. I brought the men before Your Worship this morning, in your office, when they received similar advice to that given by the Deputy Shipping Master.

Asked by the Court what they had to say, R. Umbin, the quartermaster, stated: I have made up my mind that under no circumstances will I go to Japan.

The other defendants said the same.

His Worship, in summing up, said:—Your case is quite unlike any previous one I have dealt with, in connection with the carrying of contraband. Hitherto there has been denials on the part of certain crews owing to their vessels proceeding to belligerent ports, where a certain amount of risk was attached to the service. In these cases this fact has been given due consideration. In this instance, however, it has (previously to your being brought into Court), been very fully explained to you that in proceeding to Saaboa you are at the present time under no risk whatever. By the terms of your agreement you have no right to refuse, and if you persist you will simply be laying yourselves open to punishment. I will give you a final opportunity to change your minds, and if you declare your willingness to serve, I have no doubt the Master will withdraw the charge.

The men proved obdurate, and His Worship sentenced each of the defendants to two months' imprisonment.

A CONTRABAND CARGO.

Captain John Moodie of the British steamer *Egmont Castle* prosecuted fourteen of his crew for refusing to go on a voyage to Saaboa in Japan with a cargo of coal.

John Moodie deposed: We arrived here on the 11th instant for orders, but found they had not been received. On returning on board that afternoon several of the crew asked me where the ship was going. On being told that she was probably going to Japan, the defendants present refused to proceed.

By the Court: The men assigned no reason for not proceeding to Japan. I am carrying coal from Cardiff. I did not know of its destination until arrival here.

T. Jorgeson, speaking on behalf of the defendants, said: Japan is a power at war, and by going there we are liable to lose our effects, as coal is contraband of war.

Another defendant stated that they could not get fresh water on board, and the provisions were very bad.

A third defendant said he did not sign for Japan.

The Captain then produced the Articles of Agreement, showing where the signatures of defendants were attached. The service on the Articles included Japanese ports.

J. Jorgeson, to the Court: We wish it to be understood that this is not a charge respecting the provisions, but that we are not willing to proceed to Japan.

Each of the defendants in turn was then given the opportunity to return to his work, but only one took advantage of it.

His Worship: This is the second case of a similar nature I have had to deal with to-day. I regret to have to record the fact that men are to be found willing to prefer punishment to undertaking a voyage which the promptings of a fearful heart magnify into one of a risk which does not exist. I explained this so fully to you when you interviewed me in my office, that nothing remains for me but to punish you for the offences for which you are being prosecuted. You are each sentenced to a term of two months' imprisonment, and should your vessel return to Hongkong before the expiration of your sentence, you will be reshipped on board of her.

KODAK

FILMS

& ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

WAR PARAGRAPHS FROM HOME PAPERS.

The *Poll Mail Gazette* says: It is evidently thought that a section of French opinion is ripe for a good scare upon "Yankee Peril" lines, or that something desperate must be done to stimulate the philo-Russian enthusiasm upon which the disasters of the war have cast a damper. The remarkable document which the *Echo de Paris* publishes will be read with undoubted interest and curiosity. It purports to be a confidential communication from Baron Kodama, the Governor of Formosa, to the Japanese Government, on the order of the steps to be taken in the acquisition of a world-wide (or is it only a Pan-Asiatic?) dominion. Manchuria should be swallowed first, then French Indo-China, and the rest of the dish, apparently, according to taste and convenience. Needless to say, the Japanese Government did not directly confide their ambitions to the *Echo de Paris* or its correspondent. The memorandum was translated, for some occult reason, from Japanese into English, and thence into the form which is intended to jar Nationalist nerves to their fullest susceptibility. The history of the document on its way from Formosa to France is (as it is likely to remain) "wreath in mystery." But it was high time that the Syroean sensation had a successor.

The St. Petersburg correspondent of the *Standard* says: Rumours are current that General Kuropatkin may be recalled. The Court, the army, and the nation are undoubtedly dissatisfied with his policy of inactivity during the winter, which has always been Russia's last friend in time of war. It is even reported that General Kuropatkin may be superseded by General Sukhomlinoff, who is at present in command of the Kiev Army Corps.

The marine insurance market reporter of the *Times* says: A considerable number of steamers with cargoes from the Pacific ports of the United States for Vladivostok have been coming forward during the past few weeks, and the number tends to increase. It is thought that the Russians are making a great effort to relieve the Siberian Railway, and to supply their Manchurian army as much as possible from overseas via Vladivostok. Most of these cargoes consist of provisions. The rates paid to cover the risks of capture are usually 25 guineas per cent, with a return of 5 guineas if no claim arises, but higher rates have been paid in some cases where underwriters were very full. These cargoes and steamers are being insured as far ahead as March sailings, but as the power of the Japanese to interfere at their pleasure is generally admitted, the more prudent underwriters are severely limiting their commitments.

The *Globe* had these items: According to the *Echo de Paris*, it is reported in St. Petersburg that Russia has purchased from a third Power an islet in the Indian Ocean, to serve as a base for Admiral Rojestvensky, and that he will there await the Third Squadron.

The Aberdeen liner *Moravian*, which arrived at Plymouth Jan. 14th reports passing an unknown fleet of eight warships in the Bay of Biscay. The vessels were sailing south-west.

Admiral Alexieff has, according to a *Journal* telegram, been appointed Hon. Admiralissimo of all the Russian Fleet, and thus renounces any other pretensions he may have entertained. He will leave Russia at once.

RUSSIA'S FOREIGN CONTRACTS.

The last contracts offered by the Trans-Siberian Railroad are for 140 locomotives, to cost between £3500 and £4000 each. Prince Khilkoff, Minister of Railways, is now (Jan. 12) in Paris in connection with other large orders for material for his department. Representatives of English locomotive makers, which include the chief Leeds and Glasgow makers, find that political antagonism handicaps them greatly in competition with German and French firms.

A recent consignment of Cardiff coal sold to German agents for £20,000 was delivered to the Russians at Libau for £100,000. This is hitherto the extreme of the enormously profitable transactions the Germans have carried through as middlemen in Anglo-Russian contracts.—*Standard*.

KING LEOPOLD'S JAPANESE PALACE.

King Leopold has just (Jan. 10) taken possession of the new Japanese Palace which has been building for him in the Royal Park at London during the last four years. When visiting the Paris Exhibition of 1900, his Majesty greatly admired the "Tour Japonaise"—one of the architectural marvels of the French World's Fair—and conceived the idea of reproducing it. A French architect (M. Marcel) was charged with the work, which has cost about five million francs.

The Palace is built in genuine Japanese style. It is divided into several wings. Each of them contains half a dozen finely-decorated drawing-rooms. The furniture, the ornaments, the sculptures, the paintings, the screens, and the roof were executed at Tokyo by the best Japanese artists. The principal "salon" looks like a Japanese museum, and is ornamented with many wonderful pictures representing scenes of Japanese life. More than two thousand electric lights illuminate the Palace, where the King intends giving some gorgeous receptions in honour of the Shah of Persia, who will be his guest in the course of next summer.—*Standard*.

LATEST STEAMER MOVEMENTS.

The I.G.M. steamer *Princess Alice*, carrying the German mails with dates from Berlin of the 17th Jan., left Singapore on Saturday at 8 a.m., and may be expected here to-morrow.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 3 a.m. on Sunday, the 12th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 9 a.m. to-morrow.

The C.P.R. steamer *Empress of India* arrived at Nagasaki at 9.30 a.m. on Monday, the 13th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m. to-day.

The C.P.R. steamer *Athenian* left Vancouver on Wednesday a.m., the 8th inst., for Hongkong via the usual ports of call.

The E. & A. steamer *Eastern* will due here to-day, p.m., from Australian ports via Manila.

The A.L. steamer *Margus* *Bacchus* left Singapore for this port on the 12th inst.



IND COOPE'S ALE

PER CASE OF 8 DOZEN PINTS... \$16.00

BASS' LIGHT GRAVITY

PER CASE PINTS... \$18.00

BASS' BOAR'S HEAD

PER CASE PINTS... \$26.00

IND COOPE'S STOUT

PER CASE PINTS... \$18.50

GUINNESS' STOUT

PER CASE PINTS... \$24.00

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON

PIANO Co. LD.

THE LATEST MODEL

TALKING

MACHINES

AND RECORDS.

OWN MAKE

UPRIGHT

IRON GRANDS.

PIANO PLAYERS.

\$300 UPWARDS.

BABY GRANDS

ONLY 5 FEET LONG of the very

finest Construction, occupying the

space of a Cottage but possessing the

TONE AND FINE APPEARANCE

OF A FULL GRAND.

20% OFF MUSIC ORDERS OF \$5.

Hongkong, 2nd February, 1905.

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central.

Hongkong, 19th October, 1904.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, Daily Press only, and special business matters to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

WANTED.

REQUIRED immediately by one of the Largest American Concerns in the East, a SMART, ENERGETIC GENTLEMAN, with connection amongst employers and men of influence. Must be a native of Hong Kong. Salary of secondary consideration to suitable applicants. Apply by letter in the first case to "AMERICAN," G.P.O., Hong Kong.

Hong Kong, 14th February, 1905. [449]

TO LET.

NO. 33, MORRISON HILL ROAD, commodious New Building admirably suitable for European families. Rent extremely moderate. Apply to—JAM CHAI CHUEN, Comptroller Department, A. R. Marty, No. 20, Des Vaux Road.

Hong Kong, 14th February, 1905. [450]

PUBLIC AUCTION.

THE Undersigned have received instructions from the Registrar of the SUPREME COURT, to sell by Public Auction, TO-MORROW (WEDNESDAY), the 15th FEBRUARY, 1905, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Le Hoene Street), SUNDRY HOUSEHOLD FURNITURE, &c., &c.

Hong Kong, 14th February, 1905. [451]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, MONDAY, the 20th FEBRUARY, 1905, commencing at 11 a.m., at the Hong Kong and Kowloon Wharf and Godown Co.'s Godowns, West Point, (FOR ACCOUNT OF THE CONCERNED), 4,525 Bags WHITE RICE, 40 Bags SUGAR CANDY, 100 Bags SUGAR.

Hong Kong, 14th February, 1905. [452]

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Hong Kong, 14th February, 1905. [457]

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Hong Kong, 14th February, 1905. [459]

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Hong Kong, 14th February, 1905. [466]

PUBLIC AUCTION.

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "ARRATON APCAR," Captain E. Foy, will be despatched for the above ports on SATURDAY, the 18th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSON & CO., LD., Agents.

Hong Kong, 13th February, 1905. [435]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 25th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hong Kong, 13th February, 1905. [448]

NORDDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 6 o'clock, To-day, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 27th instant, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hong Kong, 13th February, 1905. [454]

INTIMATIONS

THE VICTORIA SCHOOL at Tanlung.

class for children of European British subjects will be OPENED on 20th MARCH, 1905.

The School will be open to children of both sexes but girls over 12 years of age will not be admitted. For further particulars application should be made to the Education Department.

EDWARD A. IRVING, Inspector of Schools.

Hong Kong, 8th February, 1905. [397]

SANITARY BOARD OFFICE, HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the By-laws (as amended), every domestic building subject to the City of Victoria and the Eastern Division of the City of Victoria and the Eastern Division of the City of Victoria must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "throughout" used in this notice means that the houses should be limewashed in respect of all the walls of such room and staircase, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls limewashed up to the level of the first floor. Carred, painted or polished woodwork in good condition, however, need not be limewashed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kan- ng is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai service reservoir to the north boundary of Kan-lung.

Dated this 31st day of January, 1905.

THOS. A. HAMMER, Secretary.

398

WANTED.

ONE BEDROOM, FURNISHED or UNFURNISHED with Verandah and Bathroom attached, on one of the Higher Levels. Apply, stating full particulars, to—

Care of Daily Press Office, Box 3813.

Hong Kong, 26th January, 1905. [31]

WANTED.

ACCOUNTANT and CLERK for The Robinson Finance Co., Ltd., also one for Shanghai. Clean record necessary.

Hong Kong, 4th February, 1905. [378]

EMPLOYMENT WANTED.

ENGLISHMAN seeks immediate employment in any capacity: Familiar with Book-keeping and General Office Work. Apply—

Care of Daily Press Office, Box 3813.

Hong Kong, 10th January, 1905. [200]

INTIMATIONS

THEATRE ROYAL.

TO-NIGHT (TUESDAY),

FEBRUARY 14th, 1905, at 9 P.M.

FRIEDENTHAL!

SECOND RECITAL

GIVEN BY THE

EMINENT PIANIST

HERR ALBERT

FRIEDENTHAL.

PROGRAMME:

SONATA op. 35. Chopin.
RAINDROP PRELUDE, &c. Chopin.
SPINNING SONG & TANNAHAUSER MARCH.
MENDELSSOHN, GRUBB, BRAHMS, CORELLI.
LIEZT, &c., &c.

The Plan is opened at the ROBINSON PIANO CO., LD., Hong Kong, 8th February, 1905. [333]

HONGKONG PHILHARMONIC SOCIETY.

A CONCERT will be given by the above

Society in the THEATRE ROYAL on THURSDAY 16th February, at 9 P.M., under the distinguished patronage of His Excellency the Governor. The Programme will consist of ORCHESTRAL PIECES, SOLOS and the Vocal Cantata "THE REVENGE," Tenneyson's Poem set to music by C. V. STANFORD, performed by the Choir and Orchestra.

Tickets price \$3, \$2, and \$1 obtainable at the ROBINSON PIANO CO., LD., Hong Kong, 9th February, 1905. [413]

HONGKONG BOAT CLUB.

AN EXTRAORDINARY GENERAL MEETING

will be held in conjunction with the Hong Kong Yacht Club TO-DAY (TUESDAY), 14th February, at 6 P.M. at the Hong Kong Hotel.

BUSINESS:—
To Approve Amalgamation.
To Approve Book of Rules.
To Elect Officers.
E. H. CARPENTER, Hon. Sec., H.K.B.C.

Hong Kong, 13th February, 1905. [438]

ROYAL HONGKONG YACHT CLUB.

AN EXTRAORDINARY GENERAL MEETING

will be held in conjunction with the Hong Kong Yacht Club TO-DAY (TUESDAY), 14th February, at 6 P.M. at the Hong Kong Hotel.

BUSINESS:—
To Approve Amalgamation.
To Approve Book of Rules.
To Elect Officers.
L. F. BROWN, Col., Hon. Sec., R.H.K.Y.C.

Hong Kong, 13th February, 1905. [439]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,

AND SATURDAY (OFF-DAY),

21st, 22nd, 23rd and 24th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day.

Tickets for the Off-Day, \$2.
No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH, Clerk of the Course.

Hong Kong, 13th February, 1905. [440]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of

the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 21st, 22nd, 23rd and 24th inst.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 15th inst.

All Tickets must be produced to gain admission.

T. F. HOUGH, Clerk of the Course.

Hong Kong, 13th February, 1905. [441]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the

ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Under- signed between WEDNESDAY, 15th, and MONDAY, 20th inst.

T. F. HOUGH, Clerk of the Course.

Hong Kong, 13th February, 1905. [442]

NOTICE.

THE HONGKONG AND CHINA GAS CO., LD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 Cubic Feet as from the 1st February, 1905.

GEORGE CURRY, Local Secretary.

Hong Kong, 1st February, 1905. [357]

THE SWATOW GRASS CLOTH SILK

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations particulars and samples, will be sent free on application to the above depot.

Swatow, 8th June, 1904. [216]

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 13 Bank Buildings, Queen's Road Central, TO-MORROW (TUESDAY), the 14th February, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a statement of accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st January to the 14th February, both days inclusive. By Order of the Board of Directors.

T. AENOLD, Secretary.

Hong Kong, 24th January, 1905. [304]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hong Kong, on SATURDAY, the 18th day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hong Kong, 31st January, 1905. [350]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from SATURDAY, the 18th, to the 24th day of February, 1905 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hong Kong, 31st January, 1905. [380]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hong Kong, 26th January, 1905. [319]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on MONDAY the 6th day of March 1905, at 11.30 A.M. to receive a Statement of Accounts to 31st December 1904 and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 24th February to the 6th March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hong Kong, 8th February, 1905. [414]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 9th March, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th instant, to the 8th proximo, both days inclusive.

By Order,

C. PEMBERTON, Acting Secretary.

34. QUEEN'S ROAD.

BEYER, PEACOCK & CO.,

LONDON AND MANCHESTER.

London Address: 34, Victoria Street, Westminster, S.W. 1.
Tel. Address: "FOREGRE, LONDON."
Telephone Nos. 746 and 747 Westminster.

Gorton Foundry, Manchester.
ESTABLISHED IN 1854.

Works Telegraphic Address: "L.O.C.O.", Gorton.
Telephone No. 255 Manchester.

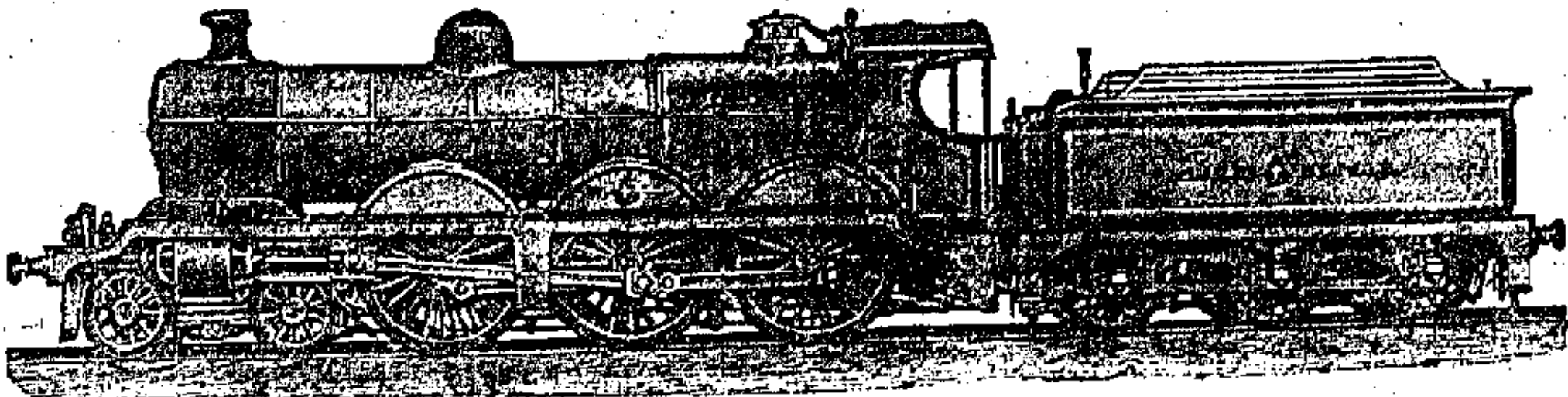
LOCOMOTIVE ENGINES

ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR
LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES,
YARD ENGINES, &c.

WHEEL AND OTHER LATHES,
MILLING MACHINES, DRILLS,
PLANERS, SLOTTERS, &c.



EMERY GRINDING MACHINES
A SPECIALITY.

ALL TOOLS ELECTRICALLY
DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES
AND MACHINE TOOLS ARE
MADE ACCURATELY TO
STANDARD GAUGES.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

Representative in Japan and China—MR. HOLLAND FINCH, No. 6, Bund, Yokohama.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

FROM	STEAMERS	DUES
GLASGOW and LIVERPOOL...	"ACHILLES"	On 18th February.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 3rd March.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 5th March.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th March.
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 10th March.
GLASGOW and LIVERPOOL...	"MACHAON"	On 13th March.
GLASGOW and LIVERPOOL...	"ALCINOUS"	On 18th March.
GLASGOW and LIVERPOOL...	"OANEA"	On 21st March.
GLASGOW and LIVERPOOL...	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 28th March.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 24th April.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	On 6th March.
	"OANEA"	On 24th March.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 13th February, 1905. [8-10]

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 14th February.
MANILA	"TAMING"	On 14th February.
SHANGHAI	"TAIWAN"	On 15th February.
SHANGHAI	"KWANGSE"	On 16th February.
NINGPO and SHANGHAI	"SECHUAN"	On 17th February.
CEBU and ILOILO	"SUNGKIANG"	On 18th February.
KOBE	"CHANGSHA"	On 22nd February.
CEBU and ILOILO	"KAIFONG"	On 23rd February.
TIENTSIN	"KANGSU"	On 25th February.
CHEFOO and TIENTSIN	"CHIHUI"	On 28th February.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
surgon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 14th February, 1905. [11]

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
POOCHOW, via SWATOW	"TRIUMPH"	WEDNESDAY, 15th
AMOI	A. HANSEN	Feb. at Daylight.
TAMSEL, via SWATOW	"B. BJORNSEN"	SUNDAY, 19th Feb.,
AMOI	C. OLSEN	at Daylight.
ANPING, via SWATOW	"DECIIMA"	WEDNESDAY, 22nd
AMOI	SCHAEFER	Feb. at Daylight.
TAMSEL, via SWATOW	"FRITHOF"	SUNDAY, 26th Feb.,
AMOI	H. A. HANSEN	at Daylight.

On account of the present state of political affairs, all the Company's new steamers have
been requisitioned for transport service, and the above-named charters have been
secured instead for maintenance of the Company's coastal services. As soon as the state of
affairs permit, the Company will resume running with its specially designed new steamers.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
at No. 8 Des Vaux Road Central.
Hongkong, 13th February, 1905. T. ARIMA, Manager. [14]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 15th Mar.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 22nd Mar.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 19th April.

Hongkong to London, 1st Class, via St. Lawrence 460. via New York 522.
Intermediate on Steamers, " " 240. " " 242.
" " and 1st Class Rail " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
a term rate, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. CRADDOCK, Acting General Agent,
9, Pedder Street.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon and Staterooms. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESS carried. All the most up to
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	Sat. 18th Feb. 10 A.M.
RUBI	2540	E. W. Almond	Manila	Sat. 25th Feb. 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 13th February, 1905. [16]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Tues. 14th Feb. 3 p.m.
KUDAT and SANDAKAN	"MAUSANG"	Fri. 17th Feb. 11 A.M.
MANILA	"YUENANG"	Fri. 17th Feb. 3 p.m.
SINGAPORE, PENANG and CALCUTTA	"TAISANG"	Tues. 14th Feb. Noon.
TIENTSIN	"TSANG"	Fri. 24th Feb. 3 p.m.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chafso, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.
Hongkong, 14th February, 1905. [18]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO or CHIN-WAN-TAO, to DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "INKUM"	... Captain E. S. Pearce.
S.S. "SEALDA"	... Captain Geo. Brown.
S.S. "LOTHIAN"	... Captain J. C. Williamson.
S.S. "SOFALA"	... Captain G. A. Shepherd.
S.S. "INDRAVELLI"	... Captain B. Callington.
S.S. "COURFIELD"	... Captain J. W. Martin.
S.S. "SWANLEY"	... Captain J. P. Dawson.
S.S. "CANLEY"	... Captain W. E. Steele.
S.S. "IRBAL"	... Captain M. Robertson.
S.S. "ASCOT"	... Captain C. E. Cox.
S.S. "SIKH"	... Captain J. Rowley.
S.S. "INKULA"	... Captain Dean.
S.S. "CATHERINE PARK"	... Captain Copp.

For Freight, apply to

GIRB, LIVINGSTON & CO.,
AGENTS.
Hongkong, 10th February, 1905. [19]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"JAPAN"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns of Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Oriental*.

From Persian Gulf, ex s.s. *B. I. S. N.* and
B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. To-morrow, the 11th inst.

Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th February, 1905. [1]

NOTICES TO CONSIGNEES

FROM PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR"

having arrived from the above ports, Consignees
of Cargo are hereby requested to take immediate
delivery of their Goods from alongside.

Cargo impeding the discharge will be landed
at Consignee's risk and expense into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Company, Limited.

No Fire Insurance will be effected by the
undersigned.

Bills of Lading will be countersigned by the
undersigned.

DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 10th February, 1905. [435]

NOTICES TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"BENGAL"

FROM BOMBAY, COLOMBO AND
SINGAPORE.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *Ocean*.

From Persian Gulf ex s.s. *B. I. S. N.*
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
10 A.M. To-morrow, the 11th inst.

Goods not cleared by the 17th inst., at 4 P.M.,
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignee's and
the Company's representatives at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the goods have
left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 10th February, 1905. [1]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,
LIMITED,

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLUS"

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 14th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 14th inst., will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th February, 1905. [10-9]

NOTICE TO CONSIGNEES

STEAMSHIP "GERMANICUS,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersig-
nature and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 8th February, 1905. [420]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Eubastino United Companies.)

NOTICE TO CONSIGNEES

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., whence delivery
may be obtained. Perishable Goods to be
taken delivery of immediately.

All damaged packages must be left in the
Godowns, and a certificate obtained from the
Godown Company, within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and
any Goods remaining in the Godowns after the
15th instant, will be subject to rent.

CARLOWITZ & CO.,
Agents.
Hongkong, 9th February, 1905. [4]

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH AND
LONDON.

THE Steamship

"MERTONETHSHIRE"

Captain C. H. Burch, having arrived from the
above ports, Consignees of Cargo are hereby in-
formed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignee's
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th inst. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 10th February, 1905. [437]

PORTLAND AND ASIATIC STEAM- SHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "ARABIA"

FROM PORTLAND (OR), YOKOHAMA,
KOBE, AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersig-
nature, and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 8th February, 1905. [13]

THE PROVINCE OF SHANTUNG.

TRADE, POPULATION AND FUTURE
PROSPECTS.

BY M. O'S

Reprinted from the "HONGKONG DAILY PRESS"

Price, 50 cents Cash, Messrs. Kelly & Walsh
or Daily Press Office

Hongkong, 31st January, 1900.

THE AMERICAN SYSTEM

DENTISTRY

Dr. M. H. CHAUN.

37, DES VEAUX ROAD CENTRAL, HONGKONG'S
From the University of Pennsylvania, U.S.A.
Hongkong, 3rd June, 1904. [2161]

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm, especially
famous for ship and engine repairing.
The Works may be reached in 10 minutes from
Blink Pier by Ricksha or Electric Tram.
Launches will call alongside vessels in the
harbour flying the Call Flag E.
Telephone 142.
Hongkong, 2nd January, 1905. [433]

THE PATROCLUS

are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will be at Consignee's risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 9th inst.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined at 11 A.M. on the 14th inst.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 14th inst., will
be subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
17th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th February, 1905. [10-9]

STEAMSHIP "GERMANICUS,"

FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersig-
nature and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignee's risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LD.,
Agents.
Hongkong, 8th February, 1905. [420]

